

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5684

英一千九百零九年一月八日

SATURDAY, JANUARY 11, 1909.

大英報

十一月正英港

\$30 PER ANNUM.  
SINGLE COPY TO CENTS.

## Banks.

**YOKOHAMA SPECIE BANK, LIMITED.**

CAPITAL PAID UP.....	VRS 24,000,000
RESERVE FUNDS.....	VRS 15,500,000
Branches and Agents.	
TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
NOSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	FORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIYANG.
HONOLULU.	MUKDEN.
HOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	
Head Office—YOKOHAMA.	
HONGKONG.—INTEREST ALLOWED.	
On Current Account at the rate of 2 per cent.	
per Annum on the Daily Balance.	
On Fixed Deposit—	
For 12 months.....	7% p.a.
" 6 " .....	7%
" 3 " .....	7%
TAKEO TAKAMIOHI,	
Manager.	

Hongkong, 31st October, 1907. [23]

**INTERNATIONAL BANKING CORPORATION.**

**FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA;**

**CAPITAL PAID UP..... GOLD \$1,500,000**

**ABOUT MAX \$1,000,000**

**RESERVE FUND..... GOLD \$1,500,000**

**ABOUT MAX \$1,000,000**

**HEAD OFFICE:**

6 WALL STREET, NEW YORK.

**LONDON OFFICE:**

THREADNEEDLE HOUSE, E.C.

**LONDON BANKERS:**

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" 6 " .....

" 3 " .....

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [25]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL..... £1,000,000

RESERVE FUND..... £1,475,000

RESERVE LIABILITIES OF PROPRIETORS..... £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " .....

" " 3 " .....

JOHN ARMSTRONG,

Manager.

Hongkong, 6th January, 1907. [26]

**NEDERLANDSCH-INDISCHE HANDELS BANK.**

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1853.

Authorized Capital FL 15,000,000 (£1,150,000).

Subscribed Capital FL 10,000,000 (Paid-up).

Reserve Fund FL 2,112,570.36 (£176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES.—At Singapore, Sourabaya, Samarang, Indramajoo, Bandung and Weltevreden.

RESPONDENTS.—At Cheribon, Tegal, Pecalongan, Macassar, Postianak, Padang, Medan, Panay, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London.—The Williams Deacons Bank, Ltd.

Swiss Bankers.

Paris.—Comptoir National d'Escompte de Paris.

Berlin.—Deutsche Bank.

Brussels.—Banque de Paris et des Pays Bas.

Rome.—Union Bank.

Rome.—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits 12 months 4% per annum.

" " 6 " .....

J. BOETJE,

Manager.

16, Des Voeux Road Central. [27]

Hotel.

**HONGKONG HOTEL**

Just Completed and Up-to-date.

Military Band during dinner on Saturday Nights.

A. J. DAVIES.

## Banks.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL..... \$10,000,000

RESERVE FUNDS.....

Sterling

\$1,000,000 at 2% = \$1,000,000

Silver

\$1,750,000

=\$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Goetz, Esq.

C. R. Lehmann, Esq.

A. J. Raymond, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH

Manager:

Shanghai—H. E. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 9th January, 1908. [24]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 2% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [28]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Haikow

Kobe Peking Singapore Tientsin

Tsinan Tsinan Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshaw & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank

Moenchen.

London BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be earned on application.

Every description of Banking and Exchange business transacted

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

NEDERLANDSCH-INDISCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

## Shipping Steamers.

**NORDDEUTSCHER LLOYD,**

BREMEN.

**IMPERIAL GERMAN MAIL LINES.**

FOR STEAMERS TO SAIL  
KUDAT and SANDAKAN ..... "BORNEO" Capt. F. Sembill. TUESDAY, 9 A.M., 14th Jan., 1908.

NAPLES, "GENOA, ALGIERS," "PRINZ EITEL FRIEDRICH" WEDNESDAY,  
GIBRALTAR, SOUTHAMPTON, "Capt. E. Malchow" Noon, 15th Jan., 1908.  
ANTWERP and BREMEN .....

SHANGHAI, NAGASAKI, KOBE, "PRINZ HEINRICH" About WEDNESDAY,  
and YOKOHAMA ..... "Capt. Grotz" 15th Jan., 1908.

MANILA, NEW GUINEA, BRIS- THURSDAY,  
BANE, SYDNEY and MEL. "PRINZ WALDEMAR" Capt. W. von Seiden ..... Noon, 30th Jan., 1908.  
BOURNE .....

For further particulars, apply to

**NORDDEUTSCHER LLOYD**

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 10th January, 1908.

**WEST RIVER BRITISH STEAMSHIP COMPANIES.**

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have excellent Saloon Accommodation, and are Lighted throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

**REGULAR HONGKONG-CANTON LINE OF STEAMERS**

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,932 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to— BARRETT &amp; CO., AGENTS.

Hongkong, 5th April, 1907.

*JAVA-CHINA-JAPAN LIJN.*  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIKINI .....	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIMAH.....	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS ..	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP..	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILIWONG..	JAVA	First half Feb.	JAPAN	First half Feb.
TJIPANAS ...	JAVA	Second half Feb.	JAPAN	Second half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland Indië Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to— **JAVA-CHINA-JAPAN LIJN.**

Telephone No. 375.  
YORK BUILDINGS, 1st floor,  
Hongkong, 7th January, 1908.

## Dentistry.

TSIN TING.

Dr. M. H. HAUN,  
THE LATEST METHOD

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUILAR STREET.  
REASONABLE FEES.

AMERICAN SYSTEM OF DENTISTRY  
AL QUEN'S ROAD CENTRALFrom Dr. M. H. Haun, D.M.D., U.S.A.  
Formerly of New York, Boston, Philadelphia, and Chicago.

## Intimation.

**THE YOKOHAMA DOCK CO., LTD.**

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 1 hour.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.8 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 276, 400, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sants, A 1, and Watkins.

Yokohama, May 23rd, 1908.

## THE STORY OF PORT ARTHUR'S SURRENDER.

Gen. Stoessel has at last been put on trial for the surrender of Port Arthur, and, judging from the tone of the official act of accusation, he will be condemned. His condemnation will certainly not be disapproved of by the Russian Press, for Stoessel's relations with Russian war correspondents in Port Arthur were never cordial. Once, while watching from a hill-top one of the earlier sorties of the fleet, he caught sight of a civilian similarly employed, at some distance off, and immediately sent an officer to drive him away. "Why not allow him to remain?" asked Col. Artemoff, the editor of the semi-official "Novi Kral" who happened to be present. "He wants to see what's going on. He's a correspondent." "What!" shouted Stoessel, in a tone of genuine regret, "Why didn't you tell me that earlier? I'd have had the brute pitched head foremost down the hill."

Such being Stoessel's feelings towards the Press, it is not surprising that the Press is far from being disinterested in the trial by the deplorable plight in which the ex-Governor of Port Arthur now finds himself. In fact, the Press campaign against Stoessel is so strong that it is overdriven, the trifling charges that are made against him being so numerous that one loses sight of the main accusations. For instance, both the official act of accusation and the newspapers condemn his severity towards the "Novi Kral" newspaper of Port Arthur; but, though I was one of the editors of that paper myself, I must confess that judging from the unceremonious manner in which war correspondents are generally treated in time of war, it is absurd (especially for Russian Government officials), to regard Stoessel's severity towards the Press as an unpardonable crime.

## STOESSEL'S RESPONSIBILITY.

It also seems unfair to saddle Stoessel with the responsibility for the various defeats at Port Arthur, since during the late war every Russian commander, on sea and on land, was defeated whenever he came into contact with the Japanese, and since, therefore, something must have been wrong with the whole naval and military system of the Russians, or with the spirits of the troops or with something else over which the commanders had no control.

Even so, it is impossible, after reading the evidence in this case, not to conclude that Stoessel could have held out at least a week longer; and by doing so he would not only have put himself technically in the right, but might have made the Japanese lose the battle of Mukden, for had Kuroki crossed the Hun River two days later than he actually crossed it, he could not have brought his artillery over the ice, and his advance, as well as that of Nogi, would have been fatally delayed by the soft ground.

The last meeting of the "Council of Defence" began at 6 p.m. on 29 Dec., and Stoessel asked the members to each express his opinion as to whether the fortress could hold out longer. Sixteen members of the council thought it could, and only Stoessel and his supporters—Fock, Reiss, and Dmirevsky—were dubious. When the meeting came to an end Stoessel sent the Tsar a telegram in which he said, writing as if the message was from the Council of Defence and not from himself personally, that "the fortress can only hold out a few days. We have hardly any shells left. I will take measures to prevent any massacres in the streets. Our army has made great ravages among the garrison. I have under arms at present from ten to eleven thousand men, but they are not in good health."

## AN UNFORTUNATE DECISION.

As a matter of fact, Stoessel had, at the time 203,644 shells and 76,523 healthy soldiers. In the way of provisions, he was also very well off. To mention a few of the good things he had, there were 150 tons of flour (700,000 portions), 20 tons of sugar (1,400,000 portions), 62 tons of biscuits (700,000 portions), 10 tons salt. In addition to this, there was plenty of meat walking about in the shape of 2,000 horses, while the navy had two tons of preserved beef, 703 tons of flour, and 40 tons of sugar. To cook the provisions he had 145,000 tons of coal and, for defensive purposes, he had 35,776 rifles and nearly 51 million rounds of cartridges, not to speak of 566 guns in perfect condition. All these would be useless to the Russians, of course, if the Japanese were in a position to immediately capture the town; but, though Stoessel evidently thought they were, he was in no position to judge, knowing nothing, as he did, of the science of fortification, in which Simeonoff (who conjectured that the place could hold out longer) was deeply versed. Finally Stoessel completed his mistake by ordering the evacuation of "Kuroki-ni's tunnelling," and one or two other vitally important strategic points, and thus making the further defence of Port Arthur impossible.

## WHY HE FAILED.

The other charges against Stoessel are that he refused to hand over the command to Smirnov when ordered by Kuropakin to do so; that before Port Arthur was finally cut off he neglected many opportunities of provisioning it better; and that he lied to the Tsar in telegrams describing his own bravery. Stoessel was not a traitor; but he was an incompetent officer, so swollen with the idea of his own dignity and importance that I am inclined to believe one of his strongest motives for surrendering Port Arthur was the fear that if he let things go so far as to end in a hand-to-hand combat in the narrow streets of Old Town, his personal dignity might suffer—that he might be knocked down and have his pockets picked, get kicked, be handcuffed, or subjected to some other such sanguineous insult.

Stoessel failed because his conduct was based on the wrong assumption that all the horrors which had been paid him as a military man almost all his life were a tribute to his genius, and not merely a reward paid him for his services to a man who was destined to be ready to do all for his country. He failed because he was too fond of his own reputation, and because he was too fond of his own self-importance.

It is clear that it is not quite correct for a general to boast the while flying at noon as he does about fresh vegetables. Many a mere civilian, not equally qualified to assess or know, is capable of more bravery than that.

In one way, however, Stoessel is a public benefactor, for he has done much for the cause of peace. Sometimes it happens that war places men under the rule of such a master of the artful effect as Napoleon Bonaparte; but Port Arthur reminds us that in far the greater number of cases it places us entirely under the heel of such men as Stoessel.—F. McCollum, in "Morning Leader."

## Notices of Firms.

INTERNATIONAL SLEEPING CAB

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHewan, Tomes &amp; Co.

Agents.

Hongkong, 1st July, 1907.

[7]

NOTICE.

THE Business that has been hitherto carried on by the Undersigned, will henceforward be carried on under the Style and Name of J. R. MICHAEL & CO. The partners in the firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL.

Hongkong, 1st January, 1908.

[7]

NOTICE.

**IMMIGRATION.**  
Sole Agents for HUMBER CYCLES.

**TYPEWRITERS**

FOR HIRE, REPAIR &amp; SALE.

CLEAR AT VERY MODERATE PRICE.

REMINGTON, HAMMOND, BARLOCK.

NEW CENTURY &amp; SUN TYPEWRITERS.

**MOTOR LAUNCHES**  
and BOATS

FOR HIRE AT BLAKE PIER,  
DAY AND NIGHT PER HOUR ..... \$2

**New Bicycles**  
for Hire.

NEW CYCLES FROM \$65 EACH.  
REPAIR TO MOTOR BOATS, CARS, and CYCLES UNDERTAKEN.

**DRAGON CYCLE DEPOT,**  
No. 11, D'AGUILAR ST. AND KOWLOON.  
Hongkong, 27th November, 1907.

[4]

**O. C. MOOSA,**  
1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND SPLENDID STOCK OF

FRENCH MILLINERY,  
VARIOUS SHAPES AND COLOURS

**SHOES! SHOES! SHOES!**

BLK. AND TAN GLACE KID  
from the best American Manufacturer.

FLANNELS, LWEEDS, SERGES  
Ladies' DRESSING GOWNS,  
and JACKETS.

Samples on application. Order  
ports orders carefully executed.

PLUNKETT'S GAY, the PIAT, near the TEA HOUSE, [1] 50

For Terms, &c., apply to O. C. OWEN,

Proprietor,

Telephone No. 461.

MAAGER.

## Intimation.

Powell's  
28, Queen's  
Road,  
(OPPOSITE THE CLOCK TOWER).

GENTS'  
DRESSING  
COWNS

Smart—Exclusive!  
\$10 to \$50  
each.

SMOKING  
JACKETS  
Warm—Comfortable,  
\$15.00  
and upwards.

Knitted Woollen  
WAISTCOATS  
Newest Designs and  
Colourings,  
\$5.50 to \$16.50  
each.

Striped & Checked  
TATTERSALLS.

W.M. POWELL,  
LTD.,  
Gent's Outfitters,  
HONGKONG

Hongkong, 1st December, 1907.

## Public Companies

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

NOTICE is hereby given that the TWENTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 26th January, 1908, at 1 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 19th January, to TUESDAY, the 26th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary,  
Hongkong, 10th January, 1908. [103]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, the 26th January, 1908, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 19th January, to TUESDAY, the 26th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the West Point Building Co., Ltd.,  
Hongkong, 10th January, 1908. [104]

## Intimation.

A. CHAZALON & CO.  
6, QUEEN'S ROAD CENTRAL.

NOW SHOWING.—  
A LARGE ASSORTMENT OF  
FRENCH DOLLS and TOYS,  
PERFUMERY,

TOM SMITH'S CRACKERS,  
XMAS TREE ORNAMENTS,  
FOOTBALLS, &c., &c.,  
ALSO

The Best FRENCH CONFECTIONERY  
and LIQUORS.

INSPECTION SOLICITED.  
Hongkong, 25th November, 1907. [105]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJENS GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

SOLE AGENTS FOR  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUER SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 7th March, 1907. [106]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at WEST POINT. Stores will be open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,  
Manager,  
Hongkong, 2nd June, 1907. [107]

LEE YEE  
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES  
AND  
TOILET REQUISITES  
FOR SALE.

12, DAUGUAR STREET,  
HONGKONG.  
Hongkong, 1st September, 1907. [108]

SWATOW DRAWN WORK COMPANY,  
38, WELLINGTON STREET.

Dealers in all kind of  
HAND-MADE DRAWN CHINESE  
LINEN, GRASS CLOTH, &c.,  
all of the best quality.

ALSO  
SWATOW BEST PEWTER-WARE,  
CANTON EMBROIDERY and CHINESE  
LACES.

all from the best French patterns.

HONGKONG, 1st October, 1907.

## Consignees.

S.S. "YARRA".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNNEES of Cargo from London ex "la Dordogne", and from Bordeaux ex s.s. "Ville de Bordeaux", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 14th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will be recognized.

All damaged packages will be examined on TUE-DAY, the 14th January, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,  
Agent,  
Hongkong, 7th January, 1908. [109]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENROY".

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out by mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,  
Hongkong, 7th January, 1908. [109]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN".

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 7th January, 1908. [109]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLUEUCH".

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 13th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th January, 1908. [109]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA".

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo.

From London, &c., ex S.S. "BANCA" and "Maredosia".

From Calcutta, ex S.S. "Simla".

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
SHEWAN, TOME & CO., General Managers.

Hongkong, 11th January, 1908. [109]

NOTICE TO CONSIGNEES.

THE SONG OF THE DOOMED.

[An order has been issued that young officers are not, in future, to stand each other.

drinks. From which my soul doth shrink.

You ask the reason of my wrath?

I "may not have a drink".

No more shall I be seen about

My Club's seductive "Bar".

No more shall I be heard to "shout

"For drinks" from near or far!

No more for me the "Cocktail's" cheer

Or "Billy William's" fire.

Oh! gay "Tom-Tit" I'll miss you, dear,

Of whom I never tire!

No more to keep my spirits up

By pouring spirits down!

I'd rather be a Crammer's "Pup,"

A "Super," or a Clown!

Behold me going out to dine,—

Behind my Bearer sinks,

Bringing my bottles full of wine—

"Mine Host, I've brought my tricks!"

When I have guests who come from far

All my Club waiters wile.

I may not call them to the "Bar."

Or stand them any drink!

In London too (as in Mayfair)—

Alan what sorrow here!

No more to chaff the Hebe fair,

While quaffing Lager Beer!

For me no Barnard's twinkling eye,

No "sparkling" fire of wit,

Or "Bubbley Jock" when I feel "dry."

Oh! pity me a bit!

The "good old toast" are useless now—

"Sweethearts and wives"—no more

For you the flowing bowl shall flow—

It cuts me to the core!

Oh! mayn't I have a little "wet"

Of something more than milk?



## Telegrams.

[Reuter's.]

## United States Finance.

London, 9th January.

Washington advises that Mr. Fowler, on behalf of the Currency Committee representatives, has introduced a Bill authorising a National Bank Currency, based on the general assets of each bank, instead of requiring secured specified bonds.

## Gale in England.

A gale, with sleet and snow, and a deluge of rain, has been followed by a warm wave in England.

Later.

## Japan and the United States.

Mr. Root is informed by Japan that the appointment of Mr. Takahira, the present Ambassador to Rome, to Washington, is made to please America.

## Turkey in Asia.

Advices from Constantinople state that 8 battalions of Reliefs have been despatched to reinforce the troops on the Turco-Persian frontier, and 8 more battalions are held in reserve.

The troops on the frontier now total 34 battalions.

## The French Bank Rate.

The French Bank rate is reduced to 3½%.

## The London "Times."

The Daily Chronicle announces that £200,000 new capital is being raised for the Times, the principal subscribers to which are Lord Brassey, Lord Strathcona, Lord Iveragh, the Rothschilds, and Sir Alexander Henderson.

Sir Arthur Pearson will control the paper entirely.

## Woman Suffrage.

Mr. Haldane in a speech said that the time was approaching when it would be impossible to withhold the vote from women, but the voice of the nation must be taken.

**A CHINESE ENCYCLOPEDIA.**  
Comprehensive Geography of the Chinese Empire—by Dr. Richard, S. J., English. Translation by Father M. Kennedy, S. J. Shanghai: Tsewei Press, 1908.

In the dedication of this book it is offered "to all those who take interest in the progress, welfare and prosperity of China," and it is not too much to say that for such as these the work of Dr. Richard and Father Kennedy provides such a book as never has been seen before. It is an invaluable book. When the French edition was published in 1905 an immediate demand was made for an English version. This was undertaken by Father Kennedy, S. J., but, as he tells us in the preface the work was necessarily slow, and it was remitted that "the various reforms adopted by China, the new status of the Manchurian Provinces and the progress of events in the Far East would require some recasting of the original." Very sensibly the additions have not been given in the form of an appendix, but have been incorporated into the original chapters and sections. Thus the new translation appears as a complete handbook not only to the geography, but also to the origins and character of the people of China.

For the purposes of geographical description which occupies the first half of the volume the Empire has been divided into four portions, those which are grouped about the Yellow River, the Yangtze and the West River, and the coastal provinces from Firth to South. In this section and in addition to the usual geographical facts we may find information of areas, populations, languages, agricultural and mineral wealth, industry and commerce. This part of the book is supplemented by appendices containing a alphabetical list of all the cities and towns of China, the prefectures and sub-prefectures, and the English significance of the principal Chinese geographical terms. The system of romanisation and pronunciation is carefully explained in the preface; but every Chinese proper name is followed by its equivalent Chinese pictograph in order to avoid confusion between words of similar sound.

From physical geography the author passes to some extremely interesting and valuable chapters on political and economic geography which contain notes on the origin and development of the Empire, its dynasties and administration. In this section there is also abundant information on mining, trade and commerce, religions and education, and foreign relations. In the third section, fully described in Book II, the two previous sections coming to form Book I are taken into the out dependencies, Manchuria, Mongolia, Chinese Turkestan and Tibet. A comprehensive index extending to forty-nine pages closes the volume. Almost any question concerning the Chinese Empire may be thus answered in a minute or two. The amount of information condensed into a very small space is almost incredible; for those who demand fuller treatises in which to pursue any one subject there is a complete bibliography of books consulted at the end of each chapter. In conclusion we may say that although *The Comprehensive Geography* is intended primarily as a hand-book of reference, the fascination of its pages makes it difficult to lay it aside when once it is opened for consultation.—*N.C.D.*

A coolie named Pao King Wah was convicted at the Police Court this morning, and given six months imprisonment and six hours' hard labour. Accused entered the several quarters of a Colon Road at three o'clock this morning and stole a suit of clothes belonging to one of the lodgers. As he ran away the police shot him, and he fell into the water, drowning, and was recovered by the firemen standing by.

## ANOTHER SANITARY INSPECTION.

## SUSPECTED OF ACCEPTING A BRIBE.

Bakan Mohammed, an Indian foreman attached to the Sanitary Department, was yesterday arrested by Detective Sergeant O'Sullivan at his residence, 39, Austin Road, Kowloon, on a charge of accepting a bribe in order to influence his conduct as a public servant.

The accused, a lad of about eighteen years old, denied the allegation when he was arraigned at the Police Court this morning, and a date was fixed for the hearing of the case.

No evidence was heard this morning, the case being brought up formally; but, it is alleged, however, that accused, whose duty was to supervise the work done by the conservancy coolies, accepted a bribe of one dollar from a householder, residing at Kowloon, which permitted him to dump rubbish into certain receptacles erected for that purpose. This was supposed to have occurred on the 14th ulto. Yesterday, the bribe-giver reported the matter at the Sanitary Board Office. Headquarters were notified, with the result mentioned above.

## CHINESE NEW-YEAR.

## REGULATIONS FOR CRACKER FIRING.

In view of the approaching Chinese New Year, it is notified that in accordance with Ordinance No. 3 of 1888, permission is given for crackers to be fired as follows:—Within that portion of the City of Victoria bounded by the following limits:—

1. South Bonham's Road.
2. North The Priya.
3. West Western Street.
4. East West Street and Morrison Street.

On Saturday, the 1st February, from 5 p.m. to 6 p.m.; on Sunday, the 2nd February, from 8 a.m. to 9 a.m. and 5 p.m. to 6 p.m.

On Saturday, the 8th February, from 6 a.m. to 8 a.m.

Within that portion of the City of Victoria not comprised in the above limits, and also within that portion of the Kowloon Peninsula which lies to the South of a line running from the junction of Fifth Street and Temple Street, Yau-mai-ki, to the Northern boundary of Kowloon Marine Lot No. 40:—From 4 p.m. on Saturday, the 1st February, till 4 p.m. on Monday, the 3rd February, and on Saturday, the 8th February, from 6 a.m. to 9 a.m.

Cracker firing is to be strictly confined to the times named above, both within and without the prescribed area; and both sides of all streets, or parts of streets named as the boundaries above are to be considered as within the prescribed area.

No burning cracker or other fire is to be thrown above the head or near any person or inflammable material, and all reasonable precaution must be taken against accident, as every one is liable for damage arising from his carelessness.

The firing of crackers is not to be carried on in the vicinity of Christian worship, during divine service on Sunday, the 2nd February.

The police will have strict orders to summon or arrest persons firing crackers in contravention of the foregoing restrictions.

The firing of bombs is strictly prohibited.

## WATER BLOWN.

Level and storage of water in reservoirs on the 1st January.

## CITY AND HILL DISTRICT WATER WORKS.

## LEVEL.

1907.	1908.
Tytam... [overflow]	6' 3" below
Tytamly... [overflow]	2' 2" below
wash... [overflow]	26' 2" below
Tytan intermediate... [overflow]	0' 16" below
Pokfulum... [overflow]	14' 6" below
Wong-nei-chong... [overflow]	5' 0" below
STORAGE GALLONS	
1907.	1908.
Tytam... 3' 4' 150,000	333,000
Tytam Beywash... nil.	nil.
Tytam Intermediate... 105,212,000	
Pokfulum... 36,000,000.	48,410,000
Wong-nei-chong... 13,074,000	1,122,000
Total... 373,224,000	577,874,000

Consumption of water in the City and Hill District during the month of December.

1907. 1908.

Consumption... 114,383,000 29,972,000 gallons Estimated population 236,102 266,010

Consumption per head per day... 15.6 20.3 gallons

Rider mains in operation during the whole of December, 1907.

Constant supply in all districts during the whole of December, 1907.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filtration Beds are in progress.

## KOWLOON WATER WORKS.

## LEVEL.

1907. 1908.

Kowloon Gravity Reservoir... [overflow]

STORAGE GALLONS.

1907. 1908.

Kowloon Gravity Reservoir... 132,500,000 gallons

Consumption in Kowloon during the month of December.

1907. 1908.

Consumption... 10,610,000 21,102,000 gallons

Estimated population 85,450 86,000

Consumption per head per day... 64 64 gallons

The Government Analysts report that the water is of excellent quality.

## WATER COMPANY.

## Water Company.

## RINDEREST IN HONGKONG.

## DAIRY FARM CATTLE AFFECTED.

A special meeting of the Sanitary Board was called for noon to-day to consider the report of the Colonial Veterinary Surgeon as to an outbreak of rinderpest at the Dairy Farm sheds at Pokfulum.

The report is appended:

11th January, 1908.

Sir,—I have the honour to report for the information of the Board that rinderpest exists at the Dairy Farm Company's premises, at Pokfulum.

On the 9th instant, I received information from the manager that he suspected disease among the cattle in No. 7 shed. I visited the premises. There were altogether twelve cows, one bull and thirty-two calves in the shed. Five of the calves had high temperatures. The cases being all doubtful the following precautions were taken:—The whole of the calves were removed to No. 1 isolation shed. This shed is in two divisions. The fevered calves were put in the one end and the healthy ones in the other. These sheds and also No. 7 shed were closed provisionally.

On the 10th instant, I re-visited the place, and had no doubt as to the nature of the illness. A similar condition had now made its appearance at M dairy. In this shed there were thirty-six animals. Nine appeared suspicious. Thirteen were removed to No. 2 isolation shed. Ten were left in the shed where they were, and seventeen put in an empty shed slightly down the hill. This was done to give the animals more room.

Since last outbreak isolation sheds 1 and 2 have been built. They are fitted with wire gauze and fly proof. The "middles" attached to these sheds were also wired in and built of concrete to prevent any access on the part of birds or flies. They are therefore as far as can be done isolated. Should fresh cases appear they will be transferred to the isolation sheds.

All the sheds referred to have been well washed and sprayed with a strong solution of Jeyes' fluid, and it is proposed to repeat that at short intervals and also should any case appear among the healthy in contact cattle.

I beg to recommend that the Board declare No. 7, the two sheds at Midway, and the two isolation sheds, to be "infected areas" in terms of by-laws 12 and 3 of Schedule B, Importation and Inspection of Animals, Ordinance 10 of 1903.—I have, etc.

ADAM GIBSON,

Colonial Veterinary Surgeon.

The report was freely discussed, and it was decided to declare the sheds "infected areas," and the President and the Veterinary Surgeon were authorized to declare any animal should the occasion arise.

Arrivals:—For steamers *Fookong*, *Laiyang* and *Indra* (from Calcutta), and *Arcadia*, *Kapitan Mura*, *Capt. Devra* and *Dewra* (from Bombay) of about 6,500 bales.

Unpaid Stock:—About 30,000 bales.

Uncleared Stock:—About 300,000 bales.

Exchange:—We quote to-day as follows:

India, T.T. ... Rs. 142 per cent.

Demand, ... 143

London, T.T. ... Sh. 100

Demand, ... 100-12/100-12

Shanghai, ... Tls. 74-500

Silver, ... 25-15/100 per cent.

Reviewing under same date, Messrs. Cawasjee, Palitjee & Co. report:

Exchange:—We quote to-day as follows:

India, T.T. ... Rs. 142 per cent.

Demand, ... 143

London, T.T. ... Sh. 100

Demand, ... 100-12/100-12

Shanghai, ... Tls. 74-500

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Demand, ... 143

London, T.T. ... Sh. 100

Demand, ... 100-12/100-12

Shanghai, ... Tls. 74-500

Silver, ... 25-15/100 per cent.

Sale:—500 bales of No. 67, 3,095 bales of No. 10, 1,125 bales of No. 12, 23 bales of No. 16, and 585 bales of No. 20; all about 4,975 bales.

Arrivals:—For steamers *Fookong*, *Laiyang* and *Indra* (from Calcutta), and *Arcadia*, *Kapitan Mura*, *Capt. Devra* and *Dewra* (from Bombay) of about 6,500 bales.

Unpaid Stock:—About 30,000 bales.

Uncleared Stock:—About 300,000 bales.

Exchange:—We quote to-day as follows:

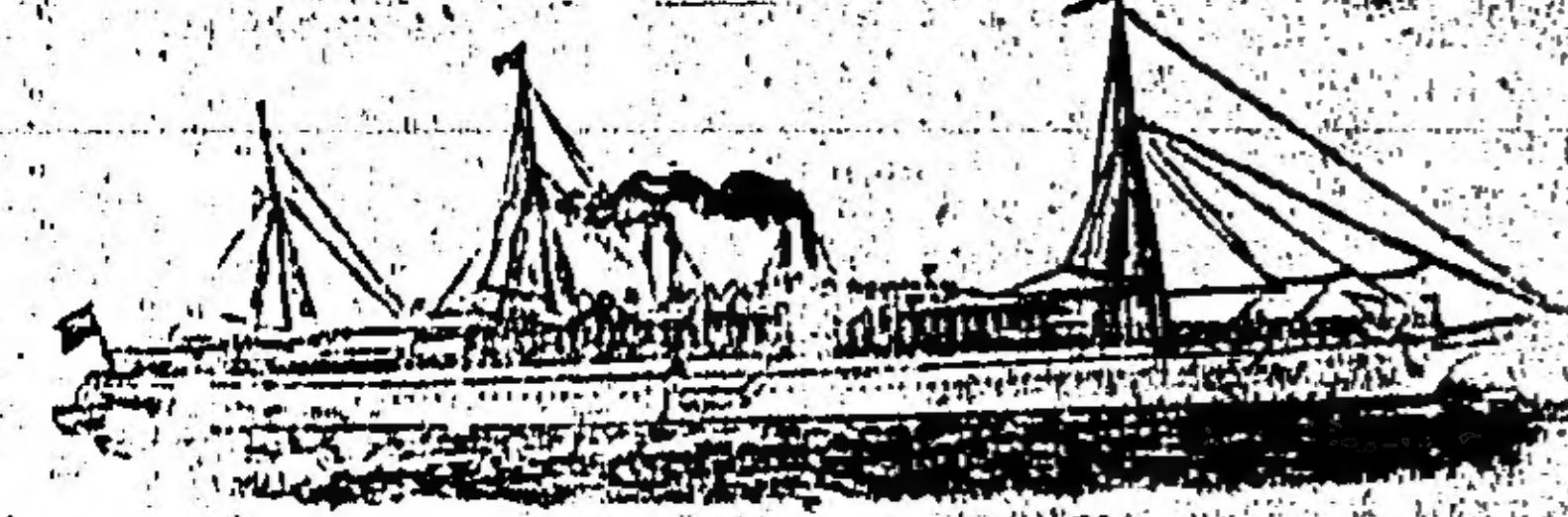
India, T.T. ... Rs. 142 per cent.

Demand, ... 143

London, T.T. ... Sh. 100

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 3 to 10 Days' Ocean Time.

11 Days YOKOHAMA TO VANCOUVER 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS  
R.M.S. 4 Tons LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPEROR OF INDIA" 4,000 THURSDAY, Jan. 10th  
"MONTAGUE" 4,000 WEDNESDAY, Jan. 16th  
"EMPEROR OF JAPAN" 6,000 THURSDAY, Feb. 14th  
"EMPEROR OF CHINA" 6,000 THURSDAY, Mar. 13th  
"EMPEROR OF INDIA" 6,000 THURSDAY, April 12th  
"MONTAGUE" 6,000 WEDNESDAY, April 22nd May 16th  
"EMPEROR" steamer will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA of JAPAN, KOBE, YOKOHAMA, and VIATORIA, B.C., and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 22 days; from YOKOHAMA, and 29 days from HONGKONG to London, 1st Class, via St. Lawrence River Lines or New York & Rio. Hongkong to London, Intermediate on Steamer, and 1st Class on Railways, via St. Lawrence L.R. via New York &c.

Fair-class rates include cost of Meal and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGUE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 17th December, 1907.

Cornhill Pedder Street and Praya.

Hongkong, 17th December, 1907.

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On  
SHANGHAI K'WONGSANG, SUNDAY, 12th Jan., Daylight.  
SHANGHAI TINUSANG, SUNDAY, 12th Jan., Daylight.  
SHANGHAI LIENSHING, MONDAY, 13th Jan., 3 P.M.  
SHANGHAI LOONSANG, FRIDAY, 17th Jan., 4 P.M.  
SHANGHAI, YOKOHAMA, KOBE NAMSANG, TUESDAY, 21st Jan., 4 P.M.  
& MOI YUENSANG, FRIDAY, 24th Jan., 4 P.M.  
MANILA, PENANG & CALCUTTA, FOOKSANG\*, TUESDAY, 28th Jan., 3 P.M.  
SGAPORE, PENANG & CALCUTTA, FOOKSANG\*, TUESDAY, 28th Jan., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class Single, Return \$5 50c  
Penang 85 130  
Calcutta 105 250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 15th January, 1908.

CHINA NAVIGATION CO., LIMITED.

SAIGON K'ANGHOW, 12th Jan., daylight.  
TUROHOW & HAIPHONG HUPEH, 12th  
SWATOW KWAIYANG, 12th  
TSINGTAO & CHEFOO H. GOHOW, 13th 4 P.M.  
SHANGHAI CHAOHOW, 13th  
SHANGHAI LINAN, 14th  
SHANGHAI SHAOBING, 14th  
TEAN\*, 14th  
PAOTING\*, 15th  
GUNGKUANG\*, 15th  
SHANGHAI YOOHOW, 16th  
CEBU & ILOILO KAIFONG\*, 21st  
MANILA TAIMONG\*, 21st  
MANILA, ZAMBOANGA & COLONIES OHNGTU, 1st Feb.,  
\* The attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th January, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 18th Jan., 1908
ZAFIRO	2540	Fraser	"	SATURDAY, 25th Jan., 1908

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3rd FEBRUARY 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 2nd January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 12th February.

We have arranged a Special Fare for the Round Trip of \$10, and we shall allow passengers to remain on board during the stay in Manila for 10 per cent. liability. We trust to secure sufficient passengers to justify our having effected this inducement.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HABSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

## HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of Call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

Outward. Homeward.

RHENANIA 1st Jan., 1908 HABSBURG 30th Jan., 1908

HOHENSTAUFEN 2nd Feb., 1908 RHENANIA 26th Feb., 1908

HOHENSTAUFEN 25th March, 1908

Hongkong, 9th January, 1908.

## HONGKONG-NEW YORK-BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK and BOSTON via PORTS and SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

To sail  
"INDRAPURA" On TUESDAY, 14th January, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO., GENERAL AGENTS.

Hongkong, 2nd January, 1908.

FOR SINGAPORE AND PENANG.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

THE Steamship

## "LIGHTNING."

Capt. E. Fey, will be despatched for the above Ports on TUESDAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED.

Agents.

Hongkong, 9th January, 1908.

FOR SINGAPORE AND PENANG.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

THE Steamship

## "FLINTSHIRE"

will be despatched for the above Ports, on or about the 7th February, 1908.

For Freight, etc., apply to

SHEWAN, TOMES & CO., AGENTS.

Hongkong, 9th January, 1908.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO AND

IQUIQUE via JAPAN PORTS (KARTSUS, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100 { Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America, in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager.

York Building, Hongkong, 26th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" .... Capt. E. S. CROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

PASSENGER FARE—Single Journey.....\$1.45 each

The Company's Wharf is situated in front of the New Western Market, opposite the Old Harbour Office.

YUEN ON S.S. CO., LTD.

SHIDON S.S. CO., LTD.

No. 1, Queen's Road West, Hongkong, 1st December, 1907.

## Shipping—Steamers.

## Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,  
(Floro and Rubattino United Companies)

STEAM FOR BOMBAY, VIA SINGAPORE  
AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ARIATIC, LIVANTINE and SOUTH AMERICAN PORTS up to CALLAO, taking cargo at through rates to PERU, GULF and BAUDI, also BARCELONA, VALENCIA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship

"CAPRI."

Captain Pedone, will be despatched as above on MONDAY, the 13th January, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 9th January, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above Ports, on TUESDAY, the 14th instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS RAIL & CO., General Managers.

Hongkong, 10th January, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON, APCAR."

Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED.

Agents.

Hongkong, 10th January, 1908.



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE &amp; CO. Corrected to noon ; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALU.	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION MADE IN THE LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	50,000 40,000	Tls. 25 \$25	\$225 \$105	{ \$1,000,000 \$11,750,000 \$20,000}	\$1,797.67	6/- for 1 year ending 30.6.07 @ ex \$2 3/10 - \$19.04	5 %	5723 \$7/5 sales \$1 new issue London £83.10/-
National Bank of China, Limited	9,025	47	.60	{ \$19,751 \$30,000}	\$71.33	5/- London 30/12/1907	...	551
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	150	\$50	{ \$1,560,000 \$19,058 \$11,553 \$125,000 Tls. 10,000 Tls. 18,948}	2004	\$20 for 1000	8 1/2 %	5245
North China Insurance Company, Limited	10,000	45	.65	{ \$1,000,000 \$70,000 \$45,407 \$15,157.51 \$19,628}	Tls. 204.44	Final of 7/- per share making in all 15/- for 1906-Tls. 2.65	6 %	Tls. 5/- sellers
Union Insurance Society of Canton, Limited	12,400	150	\$100	{ \$1,000,000 \$45,407 \$15,157.51 \$19,628}	Tls. 400.40	Final of 3/- making \$25 for 1905 and Interim of 1/- for 1906	5 %	18274
Yangtze Insurance Association, Limited Do. do. (new)	8,000 4,000	\$100 \$100	\$60	{ \$150,000 \$150,000 \$150,000}	1594.520	1/- for year ending 31.12.5	...	5150 \$135 sales
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	5100	\$20	\$10	1602.080	5/- and bonus \$1 for 1905	8 1/2 %	193 buyers
Hongkong Fire Insurance Company, Limited	8,000	5100	\$20	\$10	1635.180	Nil	12 1/2 %	5330 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	255	\$25	\$25	\$265	1/- for 1906	6 1/2 %	515
Douglas Steamship Company, Limited	20,000	5100	\$20	\$20	227.102	1/- for 1st half-year ending 30.6.07	10 %	\$10 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	9,000	515	\$15	\$15	...	...	12 1/2 %	...
Indo-China Steam Navigation Co., Ltd. (Preferred) do. (Deferred)	60,000 62,000	25	.65	{ \$60,000 \$70,000}	13,604	5/- for 1906 @ ex 2/28 - \$1.14 per share	3 1/2 %	541 \$20
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$1,000,000 \$1,371	Tls. 13.317	Interim of Tls. 1/- for account 1907	12 %	Tls. 44 buyers
"Shell" Transport and Trading Company, Limited	100,000	510	.65	{ \$100,000 \$100,000 \$100,000}	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	11 %	Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	510	.55	{ Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000}	1147	5/- for year ending 30.6.07	4 1/2 %	524 buyers 512 buyers
Taku-Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 10,000 Tls. 30,000}	18730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	30,000	\$100	\$100	\$450,000	19,918	-8 for year ending 31.12.06	7 1/2 %	193 buyers
Luton Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,935	... for 1907	5 %	\$10
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	...	Tls. 4 (8 1/2) for year ending 31.8.06	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	.51	.51	{ \$15,000 \$64,308}	111,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 25 sellers
Knob Australian Gold Mining Company, Limited	150,000	.51	.51	{ \$10,000 \$4,873}	111,358	Min. 12 of 1/- = 8 cents	...	188
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	525	- 525	164,124	\$10,335	\$1.75 for year ending 31.12.06	11 1/2 %	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd. do. (new)	16,000 20,000	510 510	510 510	{ \$10,000 \$23,152 \$30,000}	53,047	Interim of 5/- for six months ending June 30th 1907	6 1/2 %	{ \$15 old \$15 new
Hongkong and Whampoa Dock Company, Ltd.	50,000	510	510	{ \$100,000 \$50,000}	491,580	5/- for 1st half-year ending June 30th, 1907	6 1/2 %	396
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 407,210}	Tls. 104,159	Tls. 3 for half-year ending 30th April 1907	4 %	Tls. 75 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,100 Tls. 75,000}	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 215 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$16,308}	Tls. 7,388	Tls. 6 for 14 months ending 23.2.07	6 1/2 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$50,000	\$10,008	5/- for year ending 31.6.07	11 1/2 %	120 sellers
Central Stores, Limited	50,125	\$15	\$15	\$1,000	39,178	5/- for 1906	13 %	\$14 buyers
Hongkong Hotel Company, Limited	12,000	510	510	{ \$10,000 \$1,371}	310,925	4 for 1st half-year ending 30.6.07	7 1/2 %	510 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$150,000 \$100,000}	56,210	Interim of 8/- for half year ending 30.6.07	7 1/2 %	395
Humphreys Estate & Finance Company, Limited	120,000	\$10	\$10	{ \$100,000 \$100,000}	\$11,567	80 cents for 1906	7 1/2 %	\$101 sellers
Kowloon Land and Building Company, Limited	10,000	510	510	\$100	51,080	5/- for 1906	7 %	\$15 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 none}	Tls. 6,976	Interim of Tls. 3 for account 1907	7 %	Tls. 105 sellers
West Point Building Company, Limited	12,500	\$10	\$10	none	51,510	Interim of 5/- for half year ending June 30th	8 1/2 %	150 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000 15,000	Tls. 50 \$10	Tls. 50 \$10	{ Tls. 150,000 Tls. 23,276 \$60,000}	11,807	Tls. 2/- for year ended 31.10.1907	4 1/2 %	Tls. 57 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	11,300,000	514,269	50 cents for year ending 31.7.07	5 %	\$10
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd. Soy Chee Cotton Spinning Company, Limited	8,000 1,000	Tls. 100 Tls. 500	Tls. 100 Tls. 500	none Tls. 28,357	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 51 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,299 \$9,000}	1,638	5/- per share for 1906	9 %	578
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	1,653	5/- for 1905	...	310 buyers
China-Borneo Company, Limited	1,000	\$12	\$12	none	Nil	5/- for 1904	...	101
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$10,000 \$10,000}	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 55 sellers
China Light and Power Company, Limited Do. Do. special shares	10,000	\$10	\$10	{ \$10,000 \$10,000}	525,000	.60 cents for year ended 13.2.07	...	16
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$10,000 \$10,000}	1835	.60 cents for 1906	8 1/2 %	512
Dairy Farm Company, Limited	25,000	510	510	{ \$1,299 \$10,000}	52,974	5/- for year ending 31.7.07	7 1/2 %	517 ss. and b.
Green Island Cement Company, Ltd. in co.	400,000	510	510	\$1,000	510,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	518 ss.
Hall & Holt, Limited	21,000	\$20	\$20	\$18,600	515,002	5/- for year ending 25.1.07	11 1/2 %	521 buyers
Hongkong Electric Company, Limited	60,000	510	510	none	52,953	.1 per share for year ending 25.1.07	6 1/2 %	515
Hongkong Ice Company, Limited	5,000	510	510	\$105,000	51,316	Interim of 5/- for 1 year ending June 30th 1907	9 1/2 %	520
Hongkong Rope Manufacturing Company, Ltd.	50,000	510	510	\$105,000	51,312	Interim of 5/- for 1 year ending June 30th 1907	8 1/2 %	518
Maa-tschappi (ol Mijn, Bosch en Lardewouwer plaatste in Langkat, Limited	25,000	G. 100	G. 100	{ Tls. 547,500 Tls. 75,000}	Tls. 10,374	Final of Tls. 5 and bonus of Tls. 20 making Tls. 25 for 1907	9 %	Tls. 361 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	52,655	5/- per share or periodical month Oct. to March Apr. '07	8 %	513 52
Peak Tramways Company (new)	50,000	\$10	\$10	none	...	55 buyers	...	55 buyers
Philippine Company, Limited	70,500	\$10	\$10	Dr. P. 34,324	None	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 5 for account 1907	7 1/2 %	Tls. 107 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,523	Tls. 9,751	Tls. 4 for 1905	...	Tls. 45 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls						